

WAAS CH <b>42906</b> <b>W33A</b>	APP CRS <b>327°</b>	Rwy Ldg <b>11820</b> TDZE <b>498</b> Apt Elev <b>504</b>
--	------------------------	--

# RNAV (GPS) RWY 33

GRIFFISS INTL (RME)

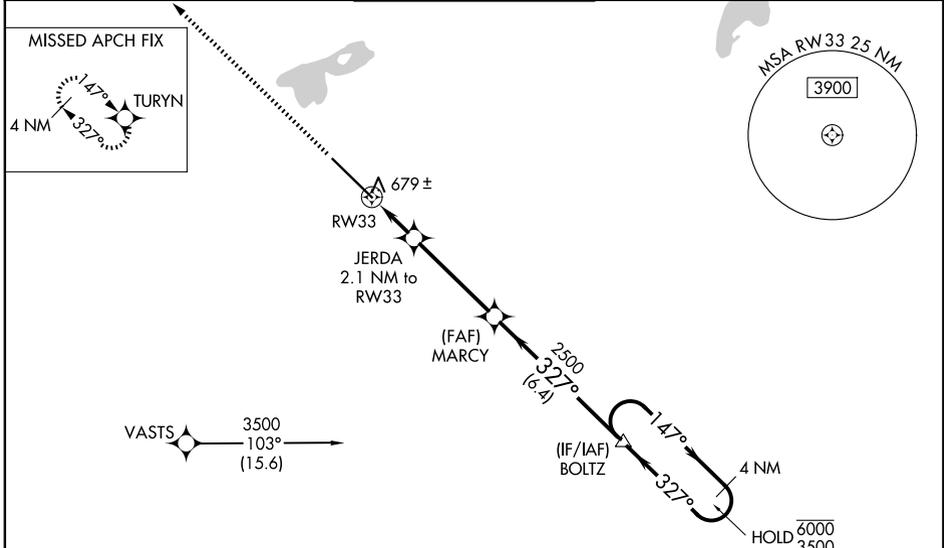
RNP APCH-GPS.

⚠ Circling NA southwest of Rwy 15-33. Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 33 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. For inop ALS, increase LPV visibility to  $\frac{1}{2}$  SM and LNAV/VNAV visibility to  $1\frac{1}{2}$  SM and LNAV Cat A/B visibility to 1 SM. For inop ALS when using Syracuse Intl altimeter setting, increase LNAV Cat A/B visibility to 1 SM. When local altimeter setting not received, use Syracuse Intl altimeter setting: increase LPV DA to 869 feet, increase LNAV/VNAV DA to 1051 feet; increase all MDAs 100 feet and visibility LNAV Cat C/D and Circling Cat B/C visibility  $\frac{1}{4}$  SM.

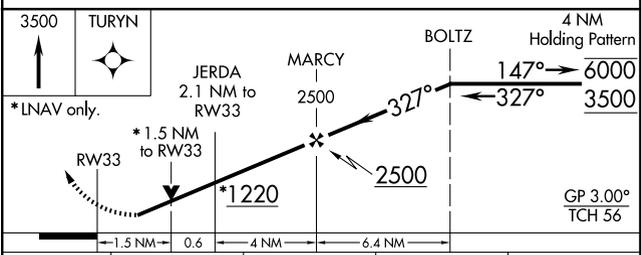
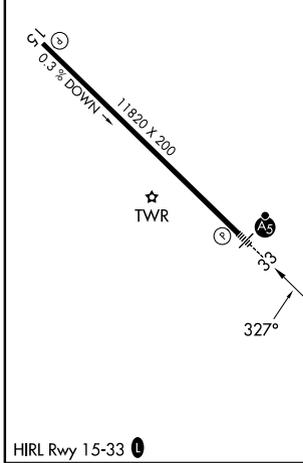
MALSR 

MISSED APPROACH: Climb to 3500 direct TURYN and hold.

ATIS <b>118.7</b>	SYRACUSE APP CON <b>127.425 290.45</b>	GRIFFISS TOWER * <b>118.1 (CTAF) 0 291.7</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
----------------------	---	---	-------------------------	-------------------------



ELEV 504	<b>D</b>	TDZE 498
----------	----------	----------



CATEGORY	A	B	C	D
LPV DA		784- $\frac{3}{4}$	286 (300- $\frac{3}{4}$ )	
LNAV/VNAV DA		966-1 $\frac{1}{4}$	468 (500-1 $\frac{1}{4}$ )	
LNAV MDA	1040- $\frac{3}{4}$	542 (600- $\frac{3}{4}$ )	1040-1 $\frac{1}{8}$	542 (600-1 $\frac{1}{8}$ )
CIRCLING	1140-1 636 (700-1)	1260-1 756 (800-1)	1400-2 $\frac{3}{4}$ 896 (900-2 $\frac{3}{4}$ )	1640-3 1136 (1200-3)

NE-2, 19 MAR 2026 to 16 APR 2026

NE-2, 19 MAR 2026 to 16 APR 2026